

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERSEAS TRADING REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1909.
Complete Edition ... \$10.00
Small ... 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers.

No. 16,544. 號四十五零千六萬一第 日二念月八年元統宣 HONGKONG, TUESDAY, OCTOBER 5TH, 1909. 二拜禮 號五月十年九零百九千一英港香 PRICE, \$3 PER MONTH.

"MOUTRIE" PLANOS

HAVE NO EQUAL
FOR BEAUTY OF
TONE, PERFECTION OF
TOUCH AND SOLIDITY
OF
CONSTRUCTION.

Over 1,200
now in use.

S. MOUTRIE &
CO. LIMITED.

KOWLOON HOTEL

THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS

THE WATER.

SINGLE and DOUBLE ROOMS To Let
with or without Board.

O. E. OWEN,
Proprietor.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a827]

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
every 15 minutes.

SATURDAYS.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12.00 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to

11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the

Company's Office, Alexandra Buildings, Des

Venue Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [1260]

NOTICE.

WE beg to inform our Lady Customers

that our Establishment will be

CLOSED at 6 p.m. every day, commencing

from 18th September, for one month only,

owing to our FASTING HOLIDAYS.

HOOSAIN-ALI & Co.,

14, Queen's Road Central.

Hongkong, 15th September, 1909. [41]

LANE, CRAWFORD & CO.

NEW STOCK OF
P Y J A M A S

IN ALL WEIGHTS
FROM \$5.00 PER SUIT.

NEWEST STYLES IN
NECKWEAR AND FOOTWEAR.

LANE, CRAWFORD & CO.

Hongkong, 1st October, 1909. [a33]



"AQUARIUS."
A PURE,
DISTILLED TABLE WATER
IN
QUARTS, PINTS AND SPLITS.

TELEPHONE No. 75.

CALDBECK, MACGREGOR & CO.,
15, Queen's Road Central.

Hongkong, 1st September, 1909. [a35]

PEARSON'S HYCOL

(CO-EFFICIENT 18/20)

The most POWERFUL DISINFECTANT in the WORLD. Guaranteed 18/20 TIMES
more effective than pure Carbolic Acid under GOVERNMENT STANDARD TEST on
TYPHOID GERMS. Certificate of strength given to each buyer. NON-POISONOUS
and NON-IRRITANT to HUMAN and ANIMAL life. NON-CORROSIVE.
ONE GALLON will make 400 GALLONS of Efficient Disinfectant.

PERFECT EMULSION IN WATER.

PRICE ... \$ 3.00 PER 1 GALLON DRUM.
" ... \$12.50 " 5 GALLON DRUM.
" ... \$ 2.60 " 1 GALLON IN BULK.

PEARSON'S SAPONIFIED CRESOL

CO-EFFICIENT 10; IN 1 GALLON DRUMS. } To be obtained from usual Dealers.
5; IN 1 " } Prices on application.

Ask other Manufacturers of Fluids for a GUARANTEE of the GERMICIDAL
STRENGTH of their products (in relation to Pure Carbolic Acid) under the
STANDARD TEST on TYPHOID GERMS, and then compare the result with our
HYCOL. This is the only way you can arrive at the Germ Killing Properties and at the
true value of a GENUINE DISINFECTING FLUID.

DODWELL & CO., LTD.

SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN
FOR PEARSON'S ANTISEPTIC CO., LD. [a1133]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY ★★★★★

"★★★★★

WHISKY, PAUL MALL

"★★★★★

JOHN WALKER & SONS'

OLD HIGHLAND

" C. P. & CO.'S SPECIAL

BLENDED

PORT WINE, INVALIDS

DOURO

SHERRY, LA TORRE

AMOROSO

BENEDICTINE, D.O.M.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

[a51]

C. LAZARUS & CO., CALCUTTA.

MANUFACTURERS OF
HIGH-CLASS BILLIARD TABLES
AND
ACCESSORIES.

CUES, CUE TIPS, WAFERS, BALLS.

CATALOGUE ON APPLICATION.

C. LAZARUS & COMPANY,

60 & 61, BENTINCK STREET, CALCUTTA. [a353-2]

TRADE The GOLD MEDAL for Quality in the

France-British Exhibition has been awarded to

"WHITE HORSE" WHISKY.

MACKIE & CO. DISTILLERS LTD. Estab. 1742.

LAGAVULIN DISTILLERY, ISLAY.

MARK OBTAINABLE AT ALL STORES

OR FROM THE SOLE AGENTS:

LANE, CRAWFORD & CO.

NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky

will be refused supplies. [a34]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

S.S. "MACEDONIA."
(10,500 TONS.)

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19TH, 1910,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT:—

MARSEILLES APRIL 16TH.
LONDON APRIL 23RD.

FARES TO LONDON:—
1st SALOON £71.10 SINGLE; £106.14 RETURN.
2nd " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT,
SUPERINTENDENT. [1075]

LONG HING & CO.,

17, QUEEN'S ROAD, CENTRAL.

DEALERS IN:—

PHOTO GOODS of all descriptions,
EASTMAN KODAK FILMS.

&C., &C.

DEVELOPING & PRINTING

A SPECIALITY. [a309]

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons. Reg.

"PRINCESS ALICE" - 10,911 - ON MARCH 23RD.

Capt. P. GROSCHE.

"KLEIST" - 9,000 - ON APRIL 6TH.

Capt. O. PARNKE.

"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.

Capt. F. V. BINZER.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

Early Booking Recommended.

For Particulars, apply to

MELOHRS & Co.,
GENERAL AGENTS.

[1225]

HOTELS HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Tiffin and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a42]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a398]

"KINGSCLORE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND

MACDONNELL ROAD.

Telephone No. 134.

Telegraphic Address: "KINGSCLORE," A.R.C. Code, 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water

throughout. Billiards, Tennis, Croquet,

putting green and fine stabling for horses.
[a45] Proprietress, Mrs. G. SACHSE.

"BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis

and Croquet Lawns, Large Airy and

Well Furnished Rooms, every home comfort.

Fine View of the Harbour.

Telephone, No. 690.

Apply to— Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a44]

VICTORIA HOTEL

SHAMEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMEN."

SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRAYA GRANDE

Both Hotels electrically lighted and under

experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every Information and Special attention given

to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor. [a1623]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

THIS Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (as. Sui & Sui Tai) daily to

and from Hongkong, and two steamers to and

from Canton, give easy communication with

both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

THE MANAGER. [a196]

THE GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS

Situated in close proximity to the Harbour

and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE
M. MAILLE Proprietors. [a46]

TRY OUR CORNED BEEF AND CORNED PORK

THE
DAIRY FARM CO., LTD.

[563]

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

WATSON'S

VERY OLD LIQUEUR
SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND

GENUINE AGE

FINE MELLOW FLAVOUR.

RAINIER BEER

LIGHT,

WHOLESOME AND INVIGORATING.

"UNDOUBTEDLY THE BEST BEER"

BREWED IN AMERICA.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 1st October, 1909.

(29)

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news
column should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.All letters for publication should be written on
one side of paper only.
No anonymously signed communications that
have already appeared in other papers will be
inserted.Orders for extra copies of DAILY PRESS
should be sent before 11 a.m. on day of
publication. After that hour the supply is
limited. Only supply for Cash.
Telegraphic Address: PRESS.
Cable: A.B.C. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 12.HONGKONG OFFICE: 10A, DES VETTES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, OCTOBER 5TH, 1909.

When the Hon. Mr. Gresson, as Chairman of the Hongkong and Shanghai Banking Corporation, addressed the half-yearly meeting of shareholders a month ago he said in regard to the state of trade: "We are still waiting for the long expected turn of the tide. It cannot be said that trade in the Far East is yet in a flourishing condition, but there is promise of improvement in some directions, and I see no cause for taking a pessimistic view. On the contrary, news from India of the climatic conditions, upon which, particularly in that country, so much depends, is favourable; silk crops in both China and Japan are reported to be well-up to, if not above, the average; and new life has been infused into the Straits Settlements by the success attending the cultivation of rubber, a product which bids fair to become a valuable and, I hope, permanent addition to the exports of that region. These factors must all have a beneficial effect on the import trade which has been in a more or less depressed state for a long time past, and, needless to say, any improvement will be welcomed by all who are interested in Eastern commerce." The tone of the Eastern markets is distinctly more hopeful to-day than it was a month ago, and confidence is felt that the tide is at

length on the turn. We learn of an unprecedented rice crop in Japan; in China the crops are reported to be no less promising, while the reports from India since the end of the monsoon predict bumper harvests in all parts of the country. A month ago it was expected that the crops of the United States this year would be of the value of something like 400 millions sterling, and it is obvious that this factor must have a highly stimulating effect on the general commercial and industrial position. The monetary position is said to be satisfactory, and a feeling of quiet confidence has prevailed. But the news we publish to-day is likely to have a very disturbing effect, for the prosperity of the United States is so important an element in international trade. Reuters informs us to-day that the total closing of the Southern cotton mills is contemplated, owing to the dearth of raw cotton. Presumably this results from a failure of the crop in Texas, where much deterioration was feared owing to protracted drought. A recent cotton report stated, however, that "full crops are probable in Alabama, Georgia and the Carolinas, but these are just the States where the holding power of the planters is strongest, and where their interests are most consolidated; whilst Texas, where the crop is short, is just the State where the farmer acts most independently." The action threatened by the Southern millowners may have upon the planters the effect which the foregoing extract suggests is desired, but the situation will create a good deal of anxiety, and news of the developments will be eagerly awaited. When we turn from America to England it is our pleasure to note that the Board of Trade Returns of the external trade of the United Kingdom have recently been more satisfactory than for a long time past. The July returns, which are the latest received, recorded an advance in exports of £1,782,000, or 5.2 per cent., while the imports showed an improvement of £3,548,000 or over 7.6 per cent. The returns for the first seven months of the year show, as compared with last year, an increase of £8,899,559 in imports and a decrease of £11,277,530 in exports of British goods. The exports of foreign and colonial merchandise, however, had increased by £8,816,140, so that on the whole there was an improvement of over four millions sterling in the total for the seven months. July was the first time for many months that the Board of Trade returns had shown a marked advance both in imports and exports, and we note in the Indian papers a telegram to the effect that the improvement was well maintained in the month of August. It is interesting to note that Textiles, after their somewhat protracted period of depression, showed great improvement in July. Of the increase in the exports, cotton yarns and fabrics accounted for £523,717, woollen yarns and fabrics for £374,833, silk for £25,086 and other textile goods for £245,250. How far the crisis in the weaving trade in the United States, reported in to-day's telegrams, will affect the recovery of the world's trade it is difficult at the moment to say, and perhaps it is wise not to attempt to prophesy on the subject until fuller information of the crisis comes to hand.

It is confidently stated that the rice crop in Japan this year will be one of unprecedented magnitude. The only case of communicable disease reported in the Colony last week was one imported Japanese case of enteric fever. The case was fatal. The police have been informed by Mr. F. Arnold, agent for the Pathe Freres in Hongkong, that he lost his pocket book containing \$210 in money and a cheque for \$30. He left it in the lavatory at Weissmann's. It is stated that Russian emigration to the Amur region is proceeding vigorously. The number of families that emigrated thither from January to August this year was 2,755, representing 15,584 individuals, which latter figure shows an increase of 7,763, as compared with 1908. At the Magistracy yesterday Inspector Macdonald prosecuted for larceny a coolie, who was found some distance from the Kowloon Railway with a charge of dynamite in his pocket. The coolie told Mr. Wood that the dynamite belonged to the railway, but he was not aware of its being in his pocket, and his Worship said he could not convict on that evidence. The charge was then amended to being in unlawful possession. Mr. Wood held that there was no proof that the dynamite belonged to the Railway and discharged the prisoner. Inspector Macdonald then handed the dynamite to the prisoner, but the Magistrate would not allow that, and the dynamite had to remain in the possession of the police.

According to an official statistical table, 61,058 cases of divorce happened in Japan during the year 1907, showing a decrease of 4,340 as compared with 1906.

An adjutant licence for the Vienna Café at No. 34, Queen's Road Central, was granted by the Justices of the Peace yesterday to Julius Philipp Sommer. Mr. F. A. Hazeland presided at the meeting of the Justices, and there were also present the Captain Superintendent of Police, Messrs. R. H. A. Craig, G. H. Wakeman, C. A. D. Melbourne, P. E. J. Woodhouse, H. N. Fleming, J. R. Wood, A. H. Ongh, Dr. W. B. Moore, Messrs. G. A. Woodcock and C. S. Gubbay.

The Commonwealth Customs officials are still experiencing considerable trouble in regard to the introduction of opium into Australia. It appears that the Chinese, or some of them, are determined to have it, and resort is made to all kinds of devices to secure its introduction. A recent case was that of a Chinaman who had a corpulent pigtail like a sausage, which contained opium inside. The Chinese, many of whom are very well off, give any money for opium, and some Europeans are now known to be concerned in the trade. In fact, a regular system has been established, and, though seizures are frequent, yet the profits are so enormous that the incentive to engage in the illicit traffic is very great.

MARINE MAGISTRATE'S COURT.

Monday, October 4th.

BEFORE LIEUT. C. W. BACKWITH, R.N.
(MARINE MAGISTRATE).

NEGLECTED NAVIGATION.

The Marine Magistrate conducted an inquiry at the Harbour Office yesterday concerning the alleged negligent navigation of Tang Lim, coxswain of the steam launch *Sin Tai Koo*, whereby a collision nearly took place with the ferry launch *Southern Star* on the 1st instant. The charge was preferred by the Hon. Mr. Osborne. Hon. Mr. Osborne stated that on the morning of the 1st instant the *Southern Star* left the Hongkong ferry wharf for Kowloon the launch *Sin Tai Koo* was coming from the west. When the boats were within 100 yards of each other the *Sin Tai Koo* altered her course to port, and both vessels closed. The *Southern Star* altered her course to starboard, and blew one blast to avoid immediate collision. Then the defendant's launch went full speed astern. Witness noticed that a small boy was steering. The launches got to within twenty yards of each other owing to the careless navigation of the coxswain of the *Sin Tai Koo*.

Defendant stated that he was proceeding from the west to Wanchai. When he saw the *Southern Star* coming out he starboarded, slowed his engines and gave two short blasts. He did not go astern.

After hearing further evidence his Worship found that the defendant was to blame by not altering his course, to starboard in sufficient time, and by trying to pass ahead of the ferry. He ordered the coxswain to pay a fine of \$3, and to pass another examination before his certificate was returned.

DIAMOND CUT DIAMOND.

By clever ruses the police have succeeded in breaking up two gambling establishments at Quarry Bay and Shaokwan. The police knew for some time that gambling had been going on at a certain house in Shaokwan and that it was conducted by a syndicate of ten, but the keepers of the house had developed such a system of espionage on the police that the latter could not hope to obtain access to the place while gambling was going on. Inspector Collett, however, arranged with the Central authorities and when the Inspector and his detective saw the emissary from the gambling house watching them at the station they knew that gambling was in full swing at the house. The Inspector communicated with the Central, and Sergeant Appleton and a posse of police left for the scene. Meanwhile Inspector Collett took charge to show himself to the gambling house spy, who was thus thrown off his guard. In a short time Sergeant Appleton and his men reached the house and entered by the back door, taking the inmates completely by surprise. The majority of the gamblers escaped, but eleven were arrested. The police also removed the whole outfit, which included a bell on a long wire attachment with which to give the alarm, tables, chairs, cards, etc. Brought before Mr. Hazeland at the Magistracy yesterday two leaders were fined \$500 each and the remainder \$3 each. A similar ruse was carried out at Quarry Bay. The police came from Wanchai on this occasion and captured 23 gamblers, one man, who jumped out of the window, having to be taken to the hospital. In this case the two keepers were fined \$200 each and the others \$2 each.

EXTENSIVE ROBBERY.

An extensive robbery was committed at 3, Sea View Terrace, Quarry Bay, on Sunday morning, when someone by means of a duplicate key opened a safe and stole therefrom \$153 in money, eight or nine silver prize spoons value \$12.60, silver dragon pattern cup on blackwood stand value \$25, a metal watch value \$5, oblong clock value \$2.50—total value \$198.20, the property of Mr. Crook. Another collection of valuables belonging to Mr. Bassford was also stolen. It included \$75 in notes, two gold breast pins value \$40, a silver rose bowl on blackwood stand inscribed "Won by W. S. Bassford, Presented by James Henry Scott for swimming," value \$40, silver bamboo pattern cup on blackwood stand inscribed "Won by W. S. Bassford for sleight," presented by W. Murray Scott, value \$23—total value \$178. The aggregate value of the articles stolen was \$376.20.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance 1894]

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE BUTLER WRIGHT CASE.

APPLICATION TO CHANGE THE
VENUE OF TRIAL.

SHANGHAI, October 4th.

Mr. Douglas, the solicitor acting for Mr. Butler Wright, applied to the Supreme Court to-day to change the venue of trial to Shanghai.

He filed an affidavit by the accused in which he said that the whole of the residents of the Shameen were his enemies, and that he conscientiously believes it impossible to obtain a fair trial at Canton.

His Lordship the Chief Justice (Sir H. W. de Saumarez) said the Consul had reported that fifteen jurymen were available who could be trusted to give an independent and proper judgment. If necessary the Court could sit with Assessors.

His Lordship added that he had been informed that H. E. Wei Han (Managing Director of the line) might be unavailable as a witness. His attendance, however, was essential, and he would request H.B.M.'s Minister at Peking to communicate with the Chinese Government in regard to this matter.

The application was adjourned until Wednesday.

[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]ATTEMPTED ASSASSINATION
OF PRESIDENT TAFT.

LONDON, October 4th.

At Portland, Oregon, when President Taft was entering his automobile a man who was desperately trying to reach him was arrested.

He had a revolver concealed in a camera.

THE GERMAN CROWN PRINCE
IN AN AIRSHIP.

LONDON, October 4th.

Mr. Orville Wright has made a record high flight of 450 metres at Berlin.

Subsequently in a flight of eight minutes he was accompanied by H. I. H. the Crown Prince of Germany, who constantly urged him to go higher.

His Imperial Highness had been constantly pressing Mr. Wright to take him in his airship for a week past.

COTTON MILL CRISIS IN
AMERICA.

LONDON, October 4th.

At a meeting of Southern Cotton Millowners, held in New York, it was decided that owing to the dearth of raw cotton and the low price of the product, weaving is at the present time unprofitable.

The almost total closing of the Southern mills is anticipated within a fortnight.

AN IMPORTANT NAVAL
INVENTION.

LONDON, October 4th.

The New York "Times" states that Rear-Admiral Melville and two others have invented gearing by which the efficiency of the marine turbine is increased 15 per cent., simultaneously with a great saving in the initial cost in space and fuel, and the invention is expected to revolutionize navigation and warship construction.

THE MONKEY HUNTERS.

STRANGE DISCOVERY OF LOCAL
EXPLORERS.

Spurred by a spirit of emulation of the doughty deeds of Shackleton, Peary, and Cook, and a prominent local explorer, we set forth—two intrepid adventurers who rose on the morning of the third of October, mere obscure local worthies, and retired to rest that night with the consciousness of having added to the store of human knowledge—to explore a mysterious island whose very existence was hitherto supposed to be legendary, and upon which the heavy foot of white man had never hitherto trodden.

A large crowd came to see us off, and among the numerous expressions of good wishes we received a brand-new British flag and a cask of O. B. beer ("suitable for picnics": delivered free on board with ice—see advt.). Taking a last look at the land of our adoption we steered first of all in a semi-southerly direction and afterwards when we had got out of the range of prying telescopes we changed our course to more or less quasi-northerly. Then, having taken observations, some through double glasses, we lashed the helm to the mast, settled down on our course, and waited for something to turn up. And in the fulness of time we ran right into the land of our desire. Entering and anchoring in Turtle Cove, the main harbour of the island, we beheld in the distance, blazing with the glory of the mid-day sun, the gilded domes, the sparkling minarets and the haughty towers of the Capital of the Island. Aye-struck with wonder, the poet of the party burst forth with

"Match me such marvel save in Eastern clime,
A Rose-red City, half as old as Time."

On landing we were bitterly disappointed to find we had come too late—just seventy-eight years too late. We found on the beach a memorial stone set up to the master of the good ship *Mercury* who had perished on this very island on the 24th of April, 1831. Some of us became chicken-hearted, and regarded this as a sinister omen and remembered we had forgotten something on board the ship, to which we returned with all speed. The rest of us pressed forward to the Capital. On the way we studied the flora and fauna of the land and tasted many hitherto unknown berries and fruits—first of all taking the precaution of trying their effect on the bull-terrier which accompanied the expedition. Stately antelopes gazed shyly at us from the brows of cliffs preparatory to making a stately leap in mid-air and vanishing like entry. The poet in his beautiful diction said that they reminded him of

"The wild gazelle on Judah's hills,"
which any one must admit is a highly poetical way of describing what afterwards turned out to be a cow with a calf at heel. A sudden glimpse of black and yellow stripes here and there showed us that tigers are not entirely unknown in this earthly paradise.

Arrived at the main gate of the city we were met by the Chief and his family. The former spoke Anglo-Saxon of the kind that must have been in vogue before Alfred burnt his tongue by eating hot cakes.

We diplomatically entreated his acceptance of a piece of silver plate—twenty cents to wit. He returned the compliment with a basket of small fish, and friendliness was the order of the day. One of his entourage, rather a pretty one, presented a number of our party with rather a pretty yellow flower which he afterwards flaunted in his buttonhole, and seemed to think it established his claim to the palm in good looks. We could only comment on the strange taste of the untutored savage lass.

The chief was quite ready to talk about his kingdom and his people. The former included five cities, and the latter at the last census numbered 1,500 of whom 500 were monkeys. In this veritable garden of Eden they have no Army and no Navy, no police and no lawyers, no Sanitary Board (a very obvious fact) and no taxes. They have no old age pensions—they do not need them; every man owns his own land and lives on the plentiful fruit thereof. The one export industry of the island is *nam pla*—a sauce manufactured out of the inner cells of the brains of shrimps, and meant exclusively for the tables of the wealthy. We saw some. It smells like bilge water, and probably it is worse. But we had not come to Monkey Island to talk commerce and politics—we wanted to see the monkeys. The Chief gave us their history. It seems—and this was another disappointment to us in that it showed that yet another white man had forestalled us—that their ancestors were brought there by Vasco da Gama. Now, monkey and man at first were friends, but when a pig was begun, the monkey to gain some private ends went and arrogated the whole of Monkey Mountain (20,000 ft. high) to himself. There, ever since, he has drawn a hard and fast line between himself and the next order in the scale of creation. He lives on fresh wild fruits and nuts and berries in the summer in the open air, and in winter subsists in caves on dried specimens of the same wares. The superior race resents his exclusiveness by hunting him.

The day of our visit happened to be an off-day in the way of sport, or we might have seen a most novel and interesting sight. The chief pack in the island—the *Wong*, as one might say the *Quorn* in England—is mastered by the Chief himself. Their only grievance is that their garments do not permit of a Hunt button. Mounted on buffaloes they hunt the country three times a week with a highly trained pack of barking-deer. Some of the minor packs hunt on foot, using tame monkeys mounted on mountain goats to run down the quarry. But one and all, they seem to have good sport, and a sight of it would have been very novel and interesting to us.

When leaving, there was another interchange of presents: this time we parted with fifty cents and received in return a thousand-year old sword-talisman of a variety hitherto undreamt of in human philosophy. By universal consent it was handed over to a popular young banker of the party, who undertook to bring it up as a pet and who at once christened it "Willie." He will doubtless be glad to show it to any readers of the *Daily Press*.

In conclusion, I have only to say that the other explorers join me in expressing a wish that an official copy of this number—two are all going to send one each on our own—will be sent to the committee of the Royal Geographical Society, and possibly I shall be able to sign my next contribution to human knowledge.

F. R. G. G.

TYPHOON AND EXCURSIONISTS.

The typhoon which was approaching the Colony passed to the south yesterday, but the black cone still remained suspended, and with the exception of launches, the harbour remained clear of small craft. The weather interfered with the running of the smaller steamers, both Sunday night's and Monday morning's Macao steamers belonging to the Hongkong, Canton and Macao Steamship Company being detained.

One small vessel from Macao succeeded in reaching port on time, but the skippers of the Hongkong, Canton and Macao Co.'s line had apparently decided to take no risks. The *s.s. Heungshau* left Macao as usual at seven o'clock on Sunday evening with a good number of passengers, and continued on her voyage for about three-quarters of an hour. Then the threatening state of the weather decided the captain to put back, and the vessel was anchored under the lee of Malacca Island, near the Macao lighthouse, until the following morning. It appears that the commander of the vessel had only provided provisions and refreshments for the day's trip, for many of the passengers complained of being unable to get food and drink, even minerals and water being used up before the night was spent. Others again were unable to get sleeping accommodation, even chairs being at a premium. It was a very forlorn-looking party of excursionists, that landed from the boat yesterday morning, and hastened to satisfy the cravings of the inner man.

The *s.s. Sui Tai*, which was due in port at 11.30 a.m. yesterday, remained at Macao, the captain deciding not to attempt the trip owing to the threatening state of the weather. Should more favourable conditions prevail to-day, the belated vessel is expected to leave for Hongkong at 7 a.m. Mr. Justice Gompertz was expected to return to the Colony by the *Sui Tai* yesterday, and to decide two Supreme Court cases which he had fixed for half-past eleven o'clock. Owing to his non-arrival, however, the hearing of the cases was postponed.

Yesterday morning the Hongkong, Canton and Macao Steamship Co. issued an express stating that there would be no afternoon steamer to or from Macao on that day owing to the inclement weather.

When darkness set in last night the wind was still high, and the lighting of the green, red, green vertical lights on H.M.S. *Tamar*, at the Harbour Office, and at the Water Police Station, Kowloon, reminded seamen and shore residents that a typhoon was within 300 miles of the Colony.

The following telegrams were received by the American Consulate-General from the Manila Observatory yesterday:—

9.30 a.m.—Cyclone or Typhoon N.E. of Luzon, direction unknown.

11.30 a.m.—Cyclone or Typhoon over N. China Sea moving W. Also cyclone or typhoon E. of Aparri more than 300 miles distant, direction unknown.

WEIGHTS AND MEASURES
PROSECUTION.

Yesterday the Mitsui Bussan Kaisha were summoned by Inspector Gornley for using unjust scales. The case in which they had been previously fined \$800 for a similar offence was also re-heard. Mr. John Hastings appeared for the defence. He argued, in the second offence which was alleged to have taken place on the *Shibetoro Maru*, that there was no evidence of *mens rea*. Of the eight machines in use three were correct, two were in favour of the purchaser, two were in favour of the vendor, and one was out of order, and the Inspector could not say whether it was right or wrong. The two against the purchaser were practically cancelled by the two against the vendor. There was no intention to defraud. The scales were old.

His Worship—They admit they were not tested?
Mr. Hastings—They were not tested. They ought to have been tested once a year or more. My clients will do so in future. The scales got out of order through negligence or through lapse of time. Besides, there were only two scales in respect of which his clients were liable, and if any penalty is imposed I would ask your Lordship to make it a nominal one.

His Worship reserved his decision in both cases.

AERONAUTICS IN AUSTRALIA.

The Commonwealth Government is offering a prize of £5,000 to the inventor and designer of a flying machine adjudged by the Minister of Defence to be the best and most suitable for military purposes. Entrants for the prize must be resident in Australia for at least two years, and must be natural born or naturalised British subjects.

SHIPPING NOTES.

A Moji message says that up to the present the N.Y.K. has used pilots for the passage through the Inland Sea on the steamers of its European, American, and Australian services. As, however, the Japanese Captains who have now replaced foreigners on board most of these vessels do not require piloting in the Inland Sea, pilots will not henceforth be employed. The Company has also given up the use of pilots between Woosung and Shanghai.

Captain Friele, of the Pacific Mail liner *China*, has hoisted a commodore's pennant at the method of his vessel. Captain Friele has been in the Pacific Mail service for more than forty years. His first command was the old side-wheel *China*, of which he was made master in 1877. Between the old *China* and the new, he commanded the *City of Peking*, *City of Sydney* and *Pera*, all on the China run. He made one trip to Namsu during the Klondike excitement as master of the *San Juan*. In all his years of experience he has never met with an accident. Next in length of service to Commodore Friele is Captain Zeder, now in command of the *Siberia*.

Nothing appears to have been heard of the missing liner *Waratah*, which left Durban for Capetown on July 26th. This is a two days' voyage. The *Waratah* was seen the day after she left Durban by the *Clan MacIntyre* of London and a few signals were exchanged. On July 28th there was a heavy storm with squalls of hurricane force and a very heavy sea. According to the captain of the *Clan MacIntyre* the waves rose "in a wall-like formation," being driven by the gale against the current. The *Waratah* was due at Capetown that day, but though a whole fleet of vessels have been searching for her not a trace of the ship has been seen. She had 300 persons on board, most of the passengers being Australians who were proceeding to London. A British steamer a few days later following the route which the *Waratah* should have taken, reported passing four supposed bodies ten miles from land off the Bashee River and a quantity of birds to the South-West, but though a search was made by the local authorities no clue to the fate of the missing steamer was found.

Hope that the steamer is still afloat is not entirely abandoned in Australia. It is argued that it is utterly impossible that a vessel like the *Waratah* could founder without some trace of wreckage being discovered, as boats drift in hundreds of different directions, and one piece would most undoubtedly be met with by the searching vessels by this time. The steamer herself is, after all, but a speck on the ocean. In illustration of the fact, a writer says that some years ago he accompanied a search vessel along the coast of New South Wales for ten days. A zigzag course was followed in and out to the east, a distance of 80 miles each way, north and south, with no sign of the missing vessel. A fortnight later the steamer made her appearance in port under jury rig (twin screws both having been disabled through striking some floating object). The captain stated that he had actually seen the masts of the searching vessel on two occasions without being observed. The steamers searching for the *Pertshire* also cruised round and round the missing vessel (*Pertshire*), and yet failed to sight her, until found in a most remote unexpected position. The case of the *Waratah*, he argues, is identically the same, but having only pole masts, with practically no canvas to give her storage way, with the machinery or both propellers lost, or totally disabled, the probability is that the current (which is generally more pronounced in rough weather) has taken her out of the zone traversed by the warships.

Therefore, this writer says the fears of all concerned might well be allayed. Everything points to ultimate safety, on the following grounds:—

1. Infinitely smaller steamers weathered the same hurricane and arrived at their destinations.
2. The steamer, although having twin screws, could very easily have lost both propellers, and having very little canvas would be unusually helpless.
3. Numbers of other steamers have drifted for months before being found, notably the *Butechire* and *Pertshire*.
4. Searching vessels could pass the *Waratah* without noticing her close by (within a radius of less than 15 miles, even in clear weather); in fact, encompass the vessel over and over again without seeing her, the psychological spot being by some strange "hide-and-seek" caprice hidden from the searchers.
5. The *Waratah* is a modern steamship, remarkably steady, well found in every respect, tried, and practically unsinkable in the heaviest weather.
6. Commanded by one of the most capable and experienced officers in the mercantile marine.

This was written a month after the steamer was reported missing. Another five weeks have passed without news of her.

THE KEY TO TORRES STRAITS.

"At any time" the Japanese residents of Thursday Island could overwhelm the garrison and capture the fortifications. That's the first thing that would be done in the event of an invasion. This opinion was expressed in the Senate last month by the late Minister for Defence (Senator Pearce), in order to impress upon the Government that a mistake had been made in not making provision for new guns at Thursday Island. Senator Pearce also stated that there were 80 men in the garrison, and ten times as many Japanese residents. Many of the latter were military officers, and it would be an easy matter for them to capture the fort.

The Vice-President of the Executive Council, in reply, admitted the matter was of the utmost importance, but thought it would be advisable to withhold further comment until the defence policy of the Government had been disclosed by the Minister.

HONGKONG GENERAL CHAMBER OF COMMERCE.

Minutes of a Monthly Meeting of the General Committee held in the Chamber Room, St. George's Building, Chater Road, Hongkong, on Thursday, the 23rd September, 1909, at 4 p.m. President—Hon. Mr. E. A. Hewett (Chairman), Mr. J. E. M. Smith (Vice-Chairman), Hon. Mr. W. J. Gresson, Messrs. J. W. C. Bonnar, A. Babington, John W. Bindon, D.B. Law, H. A. Siebs, E. Shelling and E. D. da Rosa (acting for the Secretary).

MINUTES.—

The Minutes of the Monthly Meeting of the General Committee held on the 3rd August, 1909, were confirmed.

THE BLOWING OF STEAM WHISTLES IN THE HARBOUR.

Reply from Messrs. Deacon, Looker and Deacon:—

1 Des Vaux Road, Hongkong, 11th August, 1909.

DEAR SIR:—We beg to acknowledge receipt of your letter of the 7th instant.

We have always understood from Captains of ships, and generally, that the whistling regulations as originally framed worked quite satisfactorily. They are as follows:—

"9. No steamship when at anchor near or lying off the Praya, or when moored to or waiting at any wharf or landing place, shall use the steam whistle, nor shall such steamship, when under weigh, use the steam whistle, except for the purpose of giving necessary notice of her approach towards any other vessel."

"10. No steamship when entering or leaving the Harbour, or when at anchor therein, shall use her steam whistle, except for the purpose of navigation or to avoid collision. The use of such steam whistle for any other purpose is hereby prohibited."

"They will be found in Table 'M' of the Schedule to the Ordinance as it was originally enacted."

We would recommend that the shipping members of your Committee make enquiries of their Captains as to whether the regulations as quoted above are not satisfactory, or whether they would suggest any amendments.

It will probably be clear to your Committee that it is the views of the Captains themselves which are really important on a point like this.

—We have, &c.,

DEACON, LOOKER & DEACON,
E. A. M. Williams, Esq.,
Secretary,
Hongkong General Chamber of Commerce.

The following acknowledgement was sent to Messrs. Deacon, Looker and Deacon:—

Hongkong Chamber of Commerce, 12th August, 1909.

DEAR SIR:—I beg to acknowledge the receipt of your reply of 11th August, 1909, to my letter of the 7th idem on the subject of the blowing of steam whistles in the Harbour and to state that the contents thereof have been brought to the attention of my Committee.—I am, &c.,

E. A. WILLIAMS,
Secretary.

The following letter was addressed to the Government:—

Hongkong Chamber of Commerce, Hongkong, 29th September, 1909.

SIR:—I am directed by my Committee to address you on the subject of Regulation No. 21 of Table "M" of the Merchant Shipping Consolidation Ordinance No. 10 of 1899 and its relation to the control of nuisances caused by the unnecessary blowing of steam whistles in the Harbour.

The effect of the present regulations is, that unless the steamship blow her whistle when in the waters of the Colony strictly for the purpose of regulations 15, 23 and 31 of the regulations for preventing collision at sea, a nuisance is committed for which the Master can be fined.

My Committee are given to understand it is the invariable practice of seamen, both in the waters of this Colony and in other crowded anchorages, to give a warning on the whistle of a steamship's approach to small craft, whose presence or course might constitute danger either to themselves or to the steamship.

This warning is necessary from steamers approaching their buoys or wharves under their own way and thus under little control.

Still more is it required in a Harbour congested with small craft and subject to the influence of tides.

Under regulation No. 21, as at present framed, a steamship cannot adopt the customary method of warning small craft without being liable to conviction for a nuisance.

On the assumption that the giving of these warnings is in accordance with the ordinary practice of seamen, Regulation 21 would also seem to be contrary to regulation No. 6 of Table "M," which reads:—

"6. All vessels irrespective of size shall, whether in a fairway or not, observe the International Collision Regulations, and no vessel whatever shall anchor in any of the fairways."

and likewise to regulation No. 29 for preventing collisions at sea.

The result of enquiries made of Masters of vessels through the shipping members of my Chamber, is the unanimous opinion that, in order to prevent accident to small craft and possible loss of life, the use of steam whistles in the Harbour to warn native boats of the approach of a steamer is an absolute necessity, and it is considered that the case would be met by a revision to the regulations, as originally framed, a copy of which is annexed.

My Committee trust that His Excellency the Governor may give this matter his consideration and that he may see his way to make a much needed reform.—I have the honour to be, &c.,

E. A. M. WILLIAMS,
Secretary.
Hon. Mr. A. M. Thomson,
Colonial Secretary.

Regulations Nos. 9 and 10 in Table "M" of the Schedule to the Ordinance as it was originally enacted.

"9. No Steamship when at anchor near or lying off the Praya, or when moored to or waiting at any wharf or landing place, shall use the steam whistle, nor shall such steamship, when under way use the steam whistle, except for the purpose of giving necessary notice of her approach towards any other vessel."

"10. No Steamship when entering or leaving the Harbour, or when at anchor therein, shall use her steam whistle, except for the purpose of navigation or to avoid collision. The use of such "steam-whistle" for any other purpose is hereby prohibited."

QUARANTINE RESTRICTIONS AGAINST HONGKONG.

Letter to Government:—

Hongkong Chamber of Commerce, 20th August, 1909.

SIR:—I have the honour to point out that from the returns of communicable diseases for the three weeks ended July 31st, August 7th, and August 14th, the cases of bubonic plague were, respectively, 2, 5, and nil.

My Committee trust that some steps may be taken by His Excellency the Governor towards securing the removal of the vexatious quarantine measures by Parts notified under Notification 502 of the Government Gazette of the 13th instant.—I am, &c.,

E. A. M. WILLIAMS,
Secretary.

Hon. Mr. A. M. Thomson,
Colonial Secretary.

Reply from Government:—

Colonial Secretary's Office, 24th August, 1909.

SIR:—In reply to your letter of 20th instant, I am directed to inform you that His Excellency proposes to await the issue of clean bills of health before making representations to the various ports imposing quarantine restrictions against Hongkong. The last case of plague occurred on 18th instant and the date of issue, unless any further case is reported in the meantime, will therefore be Saturday next.—I am, &c.,

A. M. THOMSON,
Colonial Secretary.

The Secretary,
Hongkong General Chamber of Commerce.

JAPAN-BRITISH EXHIBITION.

Letter from Government:—

Colonial Secretary's Office, 14th September, 1909.

SIR:—With reference to your letter of the 1st of last July, I am directed to transmit for the information of your Chamber the enclosed copy of a letter from Mr. Kinsley, dated the 12th ultimo.—I am, &c.,

C. CLEMENTI,
for Colonial Secretary.

The Secretary,
Chamber of Commerce.

(Enclosure)
Japan-British Exhibition,
August 12th, 1909.

SIR:—In continuation of my previous correspondence, I do myself the honour to inform you that since my last communication, the proposal to hold a Japanese Exhibition at the "White City," Shepherd's Bush, next year has met with unqualified approval from all classes both in this country and Japan.

His Royal Highness, Prince Arthur of Connaught, has accepted the position of Honorary President of the Exhibition, and in view of His Royal Highness' historical Garter Mission to Japan three years ago no conjunction could be happier.

The Duke of Norfolk—the premier Duke and Earl Marshal of England—has agreed to act as President, and His Majesty the King, with characteristic solicitude for everything that makes for the extension of British Trade and with keen appreciation of our Allies in the Far East, sent to His Royal Highness, who presided at the Inaugural Banquet of the Exhibition, the following message:—

"I understand you will preside this evening at a dinner given in connection with the proposed Anglo-Japanese Exhibition next year. International Exhibitions in these days largely depend on private support, and I hope that the Japanese and British people will come forward and promote an undertaking which has for its object an increase in the commercial prosperity of both countries and uniting still closer the bonds of fellowship which already exist between them."

His Imperial Majesty, the Emperor of Japan, also sent a telegram as follows:—

"I take advantage of the occasion to tender my congratulations to Your Royal Highness and to those who join you in celebrating the institution of the Anglo-Japanese Exhibition, and to express my sincere wishes for the complete success of the undertaking."

His Excellency the Japanese Ambassador on this occasion said he felt confident that the Exhibition would confirm the friendly sentiments and would greatly help the commercial relations between the two countries, and spoke of the intense interest taken in the Exhibition by the people of Japan and of the large sum of money voted for it by the Imperial Diet.

The Lord Mayor of London pledged his official and personal support and expressed the conviction that nowhere would more real interest be taken in the Exhibition than in the ancient City of London. The full support of the London Chamber of Commerce and the Associated Chambers of the United Kingdom is also assured.

The exceptionally exquisite and unique character of the exhibition is sure to attract millions of people not only from Japan and the United Kingdom, but also from Europe and the other Continents, thus helping to increase the Commerce between the British and Japanese Empires, which alone will take part in the Exhibition.

It is hoped that the British Colonies—many of which have at the present time large commercial relations, capable of indefinite increase, with Japan—and are geographically in close proximity to that Empire, will take care that the contributions to this Exhibition are worthy of their dignity and importance, both politically and commercially.

The Exhibition will have the advantage of the beautiful and substantial buildings, already known to millions of people, which have made the "White City" so famous in connection with the Franco-British Exhibition, and it only remains for the Governments and Manufacturers of the Empire to produce a series of exhibits which will worthily compare with those already promised by Japan, and to translate into reality the hope expressed by His Majesty King Edward, that increased commercial prosperity and closer bonds of friendship will result.—I have, &c.,

CHARLES J. KIRALFY,
His Excellency, the Governor of Hongkong.

The following acknowledgement was sent to Government:—

Hongkong Chamber of Commerce, 15th September, 1909.

SIR:—I have to acknowledge the receipt of your letter of yesterday's date (No. 4257/1909) covering a copy of a letter from Mr. Kinsley sent the Japan-British Exhibition, and to thank you on behalf of my Committee for your courtesy in forwarding the same for their information.—I have, &c.,

E. A. M. WILLIAMS,
Secretary.

THE FAR EAST REVISITED.

THE CHINESE RAILWAY
IMBROGLIO. (VII.)

(FROM THE "TIMES" CORRESPONDENT LATELY IN THE FAR EAST.)

During the first few years after the war between China and Japan had pricked the bubble of "China's latent power," and whetted the appetite of every nation that was still "seeking a place in the sun," Chinese railway development served as the chief stalking horse for rival international ambitions. Every Chinese railway concession was regarded as a potential instrument of more or less pacific penetration, if not of actual territorial expansion. This phase ended, as far as China proper is concerned, with the Russo-Japanese war; for, thanks to Japan, China was henceforth safe for the time being against Western aggression, however heavily the Japanese might be entitled or inclined to make her pay for their services in Manchuria. But the international competition for railway construction scarcely lost anything of its former fierceness, though it assumed, at least on the surface, a financial rather than a political form. Railways were no longer forced upon China at the point of the bayonet; for the Chinese had begun to realize the advantages of railway development, and the Mandarins especially had awakened to the opportunities of "squeeze" that railway development affords.

THE TRI-PARTITE AGREEMENT.

In these circumstances the race between the financial groups interested in Chinese railway development was neither to the swift nor to the strong, but to those who would most readily accommodate themselves to the peculiar methods of the Chinese bureaucracy. The British and French groups were for some time restrained by the wisdom of their Governments, who, being chiefly interested in the preservation of China, were alive to the disastrous consequences which must sooner or later ensue if the Chinese are placed in uncontrolled possession of large sums of money. Shortly after the Anglo-French entente, the two Governments agreed to withhold their support from any loan operations which failed to provide adequate guarantees for the proper expenditure of the proceeds of such loans. The Germans, on the other hand, were subjected to no similar restraints, for Germany's policy pursued different ends. The same phenomena, which was witnessed in Turkey under the Hamidian regime, was reproduced in China. The more hopeless the financial tangle brought about by misgovernment, the greater the anxiety of German financiers to get their fingers into the Chinese pie. So long as a country has great natural resources and its potential wealth is beyond doubt, the pecuniary straits of its rulers are the lender's opportunity. Nowhere has the scientific co-ordination of industrial and financial enterprise attained such development as in the paternalistic realm of the German Government, and if a loan opens up prospects of placing large lines of German exports, little difficulty is experienced in making it worth while for the financier to take some risks. Moreover, German diplomacy looks upon all such operations with a kindly eye, as they open the way for pegging out potential claims which lend themselves to exploitation for political purposes. British and French financiers thus found the ground being constantly cut away under their feet by their German rivals, and in Peking, as in Constantinople, they ultimately made up their minds that their own interests would best be served by swimming with the German stream. Financiers, after all, they doubtless argued, "are not out," as our American cousins say, for the defence of national interests, but to make money. The result has been the creation for purposes of Chinese railway construction of an international combination at the expense of British interests and of German financial participation has at last been accepted, but too late to modify the situation with which I am dealing in this article.

THE HANKOW-CANTON RAILWAY.

As the genesis of this combination is closely connected with the project for a railway from Hankow to Canton, it may be well to recall briefly the history of that project. Originally granted to an American company which entered into an agreement for co-operation with a British syndicate, the concession for the construction of the Canton-Hankow Railway figured, for the information of Parliament, in an important memorandum from the British Minister to China of November 23, 1899 (China, No. 1, 1899), which enumerated the concessions obtained by Great Britain as a set-off to the concessions obtained by other Powers during the great battle of the railways then being waged at Peking. Subsequently, the British interest in that concession having evaporated, and the American interest having passed very largely into Belgian hands, the Chinese entered into negotiations for the repurchase of the concession even at a heavy pecuniary sacrifice, in order to prevent the same foreign group, which already controlled the northern section (Peking-Hankow) of the great "north to south" trunk line from acquiring similar control over the southern section (Hankow-Canton). The concessionaires demanded £1,350,000, and the Chinese could not carry out this operation without financial assistance. Such, however, was the importance rightly attached by the British Government to preserving from foreign control a railway of which the southern terminus was to be at Canton in close proximity to the British colony of Hongkong, that the Government of Hongkong was authorized by the Imperial Government to advance at the very moderate rate of 4 per cent. interest the sum of £1,100,000 to Chang Chih-tung, who was then Viceroy of the Middle Yangtze, for the purpose of completing the repurchase of the concession. Chang Chih-tung in return gave the British Government, on September 9, 1905, an undertaking that British capital and materials should have the preference whenever China decided to construct that line.

THE GERMAN "COUP."

After several desultory attempts China decided to do so last winter, and Chang Chih-tung, who had in the meantime exchanged his title for the post of Grand Secretary at Peking, so far forgot his engagement as to apply in the first place for the capital required to the British group represented by the British and Chinese Corporation, and practically controlled by the Hongkong and Shanghai Bank, acting with a French group represented by the Banque d'Indo-Chine. But this group was then still galled by the policy of the British Government, and was prepared to negotiate a loan only on terms securing adequate control over its expenditure—commonly known as "Kowloon terms," because similar terms had been embodied in the loan for the construction of the Kowloon (Hongkong)-Canton Railway. Only in connection with the southern section of the Tien-tsin-Peking Railway had the British financiers agreed, under German pressure, to the less stringent terms which the Germans were willing to accept for their northern section of the line—commonly known as "Peking terms." Their experience of these terms had not been such as to weaken their objections to them. The Germans, however, were determined to get

some hold over the Hankow-Canton line, and, professing to have no cause for complaint, as far as they were concerned, with "Peking terms," they offered Chang Chih-tung a loan on those terms. As this offer coincided with all the Grand Secretary's expressed wishes, it soon became evident that, in the absence of strong pressure from the British Government, very little reliance could be placed on the pledges given in 1905 to the British Government. The British financiers, though warned of the danger, refused very rightly to lower their terms, and had they only stuck to their guns, they would have had the strongest possible claim to the support of the British Government. But, whilst holding out in Peking, they let it be known in Berlin that they were quite ready to negotiate on the basis of a recognition of German claims to participation. Concessions were hurriedly held in Europe for a tri-partite agreement between the German, French, and British groups for future co-operation in the donation of Chinese railway loans which presumably secured the financial interests of the British group, but certainly safeguarded no other British interests. An agreement was actually reached in principle in Berlin on March 1, but for some inexplicable reason the representative of the British group failed to stipulate that, pending the formal ratification of that agreement, all parties should suspend the separate negotiations which were then proceeding in Peking. This made the Germans masters of the situation. They struck whilst the iron was hot. Their representative in Peking pressed the Chinese to clinch the bargain whilst he was still in a position to concede to them the "Peking terms," which as soon as the tri-partite agreement was ratified he would no longer be able to grant in their entirety.

CHANG CHIH-TUNG'S BREACH OF FAITH.

Chang Chih-tung readily fell in with the scheme, and signed the contract with the Germans on March 7. As for his breach of faith with the British, he pleaded that, as the British and Chinese Corporation represented British interests in the matter and they had not seen fit to offer terms similar to those which the Germans had put forward, their preferential rights had lapsed by default. This argument, however, was good against the British and Chinese Corporation, but it was not to the British Government and to the British and Chinese Corporation that his pledge had been given, and before signing with the Germans he was clearly bound to give the British Minister notice sufficient to enable other British capitalists to come forward, should any have been willing to deal on easier terms, especially as the terms which the Germans were offering were not of a nature to safeguard the preferential rights assured to the British Government. The British Legation naturally protested strongly against this breach of faith, but unfortunately, after having displayed at further conferences held in Paris early in April a good deal of ill-humour at the sharp practice of their German friends, the British group, with their French associates, finally tendered their submission to Berlin.

The submission was complete. In return for being allowed to resume a portion of our vested interests in the Hankow-Canton Railway, for the protection of which the Government of Hongkong had not long ago incurred heavy liabilities, British interests in the Hankow-Szechuan Railway were also surrendered to the Germans, against an undertaking, to which China has never consented and is not likely to consent, that in the event of further extensions the British and the French groups shall have their share. Yet our rights with regard to the Hankow-Szechuan Railway had been even more explicitly recognized by China than in respect of the Hankow-Canton Railway. On October 1, 1903, Prince Ching gave Sir Ernest Satow, then British Minister in China, an undertaking that, if China desired to construct a railway from Hankow into Szechuan and had not sufficient capital, she would obtain all necessary foreign capital from Great Britain or the United States. The undertaking further provided for the non-alienation of the railway to the subjects of other countries. Yet the British Government seem to have come somewhat hastily to the conclusion that, as British financiers were satisfied, there was no other

(Continued on page 4)

LOCAL SPORT.

CRICKET.

POLICE 2ND XI. V. R.F.C.

A friendly match between these teams will be played to-morrow afternoon at the Happy Valley. The Police will be represented by W. Cooper (captain), R. McLennan, J. J. Watt, T. J. Glendinning, M. O'Sullivan, Garner, G. Cocks, S. Bell, W. Pitt, W. Spillitt, and J. Mody.

HARMSTON'S CIRCUS.

The first matinee at the circus at West-Point takes place to-day, children being admitted at half-price. The programme, we are informed, will be the same as at the evening performances.

A CHINESE RACE CLUB.

In his report on the trade of Hankow in 1908, Mr. Sugden, Acting Commissioner of Customs, writes:—In the spring the wealthy Chinese, on the initiative of compadres of foreign firms, started the first Chinese race club. 10,000 taels were subscribed, and within two weeks a temporary course was laid out, ponies collected, and a meeting held with great enthusiasm. During the summer the club—capital, 100,000 dollars—laid out a property, given by one of its members, on the plain close to the city and concessions. It abandoned its autumn meeting after the first day's racing on account of the death of the Emperor.

The club is run on the lines of the foreign club, gentlemen-jockeys only being allowed. A most striking evidence of the change that is coming over China is afforded by these young men of the rich gentlemen class riding out to train in the early morning and competing on race days—working hard, sacrificing personal comfort and old ideas, for the sake of sport and the honour of a prize—while the older generation, brought up to consider bodily exercise degrading, watches, applauds, and enjoys itself thoroughly in an unrestrained manner utterly opposed to the ideas of a decade ago.

CUTICURA CURED BAD ABSCESSES

And Running Sores which Grew and Spread—Discharge was Disagreeable and Pain was Fearful—Continual Buzzing in Head.

FOUND A TRUE CURE AFTER MANY FAILURES

"About twelve months ago abscesses began to break out on my head and I had running sores behind my ears. They grew and spread and soon a nasty discharge was continually running from them, causing fearful pain. There was always a buzzing noise in my head. I was told by a doctor that I had a brain abscess, and I also tried several ointments, but they failed to give me any relief. At last I thought I would give Cuticura a trial. So I bought a cake of Cuticura Soap, a tin of Cuticura Ointment and a bottle of Cuticura Pills. After using them for about twelve days I began to feel considerably better. The discharge got less and the abscesses began to die away. No longer had the buzzing noise in my head. By the time I had started on my second set of the Cuticura Remedies I was cured. It is about six months since I was cured and I have never felt the slightest sign of the abscesses returning. I can not give thanks enough for the good Cuticura has done me. Mrs. Annie Lytle, 100 Lower Green, near Walby, Herts, England, Nov. 26, 1908."

Complexion Cleared By Cuticura in a Month.

"For nearly five years I was suffering from a disease on my face and neck which caused a number of spots and blackheads. For a long while I had no signs of cure, having used numerous ointments. Then I was told by a friend: 'Why not use the Cuticura Remedies?' I did and the effect was great for in about a month I was released from my old complaint. Thanks to Cuticura I have now a clear complexion. S. N. Girdlestone, 27, School Hill, Lewes, Sussex, Eng., Dec. 9, 1908."

54-10

Manager,
No. 2, Pedder, Street, Hongkong
Hongkong, 9th January, 1909. 16

SHIPPING.

ARRIVALS.
 ASCANIA, German str., 1,291 Tons, 4th Oct.
 —Samarang 21st Sept., Sugar—Hamburg—
 Amerika Linie.
 HESSE DOLLAR, Br. str., 4th Oct.—Whampoa.
 C. F. E. LARIEZ, German str., 4,930, A.
 Wagner, 3rd Oct.—Shanghai 30th Sept.,
 General—Hamburg—Amerika Linie.
 KUEICHOV, British str., 4th Oct.—Canton.
 CANPA, British str., 5,876, W. C. Lyett, 3rd
 Oct.—Manila 30th Sept., General—
 Butterfield & Swire.
 FREDEUS, Norwegian str., 1,624, C. Moller, 4th
 Oct.—Bangkok 27th September, Rice—
 Aagaard, Thorsen & Co.
 QUINTA, German str., 987, Fruhm, 4th Oct.—
 Sourabaya 24th Sept., Sugar—Java-China—
 Japan Lin.

CLEARANCES.
 AT THE HARBOUR MASTER'S OFFICE.
 4th October.
 Anker, British str., for Canton.
 Haising, British str., for Swatow.
 Hansen, German str., for Bangkok.
 Vine Branch, British str., for Kobe.

DEPARTURE.
 4th October.
 NANCHANG, British str., for Canton.

VESSELS IN DOCK.
 October 4th.
ABERDEEN DOCK.
 KOWLOON DOCK.—On Lee, S.M.S. Tsingtan.
 COSMOPOLITAN DOCK.—
TAIKOO DOCK.—St. Enoch, Drifus, Shansi.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND
 CALCUTTA.

Taking Cargo on through Bills of Lading
 to Hongkong, Madras and Mauritius.

THE Steamship.
 "JAPAN."
 Captain J. G. Oliphant, will be despatched for the
 above Ports TO-MORROW, the 6th inst., at
 3 P.M.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 5th October, 1909. [1256]

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT MALABAR
 COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
 "SURUGA" ... On 6th Oct.
 FOR BOSTON AND NEW YORK.
 "ATHOLL" ... About 16th Oct.
 For Freight and further information, apply to
 DODWELL & Co., Ltd.,
 Agents.
 Hongkong, 29th September, 1909. [1193-1129]

**THE PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.**
 STEAM FOR STRAITS, CEYLON,
 AUSTRALIA, INDIA, ADEN, EGYPT,
 MEDITERRANEAN PORTS,
 PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, PERMAN GULF, CONTINENTAL
 AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.
 "HIMALAYA."
 Captain L. E. S. Spicer, R.N.R., carrying His
 Majesty's Mails, will be despatched from this
 for Bombay, &c., on SATURDAY, the
 16th October, at Noon, taking passengers
 and cargo for the above ports in connection
 with the Company's s.s. "INDIA," 7,911 tons,
 from Colombo, passengers' accommodation
 in which vessel is secured before departure
 from Hongkong.
 Silk and Valuables, all cargo for France and
 Tea for London (under arrangement) will be
 transhipped at Colombo into the mail steamer
 proceeding direct to Marseilles and London,
 other cargo for London, &c., will be conveyed
 from Bombay by the R.M.S. "MANTUA," due
 in London on the 19th November, 1909.
 Parcels will be received at this Office until
 4 P.M. the day before sailing. The contents
 and value of all packages are required.
 For further particulars, apply to
 P. A. HEWETT,
 Superintendent.
 Hongkong, 4th October, 1909. [1]



**AUSTRIAN LLOYD'S STEAM NAVI-
 GATION COMPANY.**

STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG,
 CALCUTTA, COLOMBO, ADEN,
 SUEZ, PORT SAID.
 (Taking Cargo at through rates to the Brazils,
 to Red Sea, Black Sea, Levant, Venice
 and Adriatic Ports).
THE Company's Steamship.

"AUSTRIA."
 Captain Cobol, will be despatched as above
 on or about the 25th October.
 This Steamer has splendid accommodation for
 passengers, electric light and carries a doctor.
 For information as to Passage and Freight,
 apply to
 SANDER, WIELER & Co.,
 Agents.
 Hongkong, 28th September, 1909. [3]

**THE AMERICAN-AND ORIENTAL
 LINE.**
 (With Liberty to Call at the Malabar Coast).

THE Steamship.
 "COULSDON."
 Capt. Turnbull, will be despatched for the above
 Port on SATURDAY, the 30th Oct., 1909.
 For Freight apply to
 ARNEOLD, KARBERG & Co.,
 Agents.
 Hongkong, 4th October, 1909. [1275]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	HIMALAYA	Brit. str.	—	L. E. S. Spicer, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	F. N. Rivers	P. & O. S. N. Co.	About 20th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	k.w.	Knaiss	HAMBURG-AMERICA LINE	On 31st inst.
HAYRE, BREMEN & HAMBURG, &c.	NICOMEDIA	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 13th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	NICOMEDIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERICA LINE	On 6th Nov.
COPENHAGEN & BALTIC PORTS	CATHAY	Dan. str.	—	—	MELCHERS & Co.	On 10th inst.
COPENHAGEN, LONDON & ANTWERP VIA SINGAPORE, &c.	NILE	Brit. str.	—	E. P. Martin	P. & O. S. N. Co.	On 7th inst., at D'light
MARSEILLES &c. VIA PORTS OF CALL...	OSAGAWA MARU	Jan. str.	—	Seller	MELCHERS & Co.	On 12th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMERICA	Ger. str.	k.w.	J. Nagao	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
MARSEILLES, ANTWERP & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	E. C. Norris	HAMBURG-AMERICA LINE	On 17th inst.
MARSEILLES, LONDON & HULL	GLANORANSHIRE	Brit. str.	—	J. D'ring	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRANSQUER	Dan. str.	—	—	MELCHERS & Co.	On 27th inst., at D'light
MARSEILLES, HAYRE, COPENHAGEN, &c.	MIYASAKI MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	About 20th inst.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	P. E. FEINDEICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	To-morrow, at Noon.
TELESTE, &c. VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	B. Cobol	SANDER, WIELER & Co.	About 25th inst.
NEW YORK	SUBURGA	Brit. str.	—	—	DODWELL & Co., Ltd.	To-morrow.
BOSTON & NEW YORK	COULSDON	Brit. str.	—	Turnbull	ARNEOLD, KARBERG & Co.	On 30th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATROU	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	About 16th inst.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	EMPEROR OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC RAILWAY CO.	On 16th inst., at 6 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	F. W. Davies	DODWELL & Co., Ltd.	On 21st inst.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	AKI MARU	Jap. str.	—	K. Sato	CANADIAN PACIFIC RAILWAY CO.	On 21st Nov., at Noon.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 21st Nov., at Noon.
TACOMA VIA KEELUNG, SHANGHAI & JAPAN	FITZPATRICK	Jap. str.	—	E. R. Hutchingson	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 26th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 5th Nov., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PEINE SIGISMUND	Ger. str.	—	D. Lens	MELCHERS & Co.	On 8th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Fekine	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th Nov., at Noon.
YOKOHAMA & KOBE	SAPO MARU	Ger. str.	—	H. Resenger	MELCHERS & Co.	About 16th inst.
KOBE & YOKOHAMA	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 15th inst., at 5 P.M.
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
KOBE & YOKOHAMA	CHILWONG	Dut. str.	—	Jurissae	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
TIENSIN VIA TIENTSIN, WEIHAIWEI & CHEFOO	CHONGSHING	Brit. str.	—	Y. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
NEWCHOW	NANCHANG	Brit. str.	1 m.	Konao	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
SHANGHAI VIA NINGPO	LUOHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHOWANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 P.M.
SHANGHAI, MOJI & KOBE	SHANGHAI MARU	Jap. str.	1 m.	H. Kiehnner	MELCHERS & Co.	About 6th inst.
SHANGHAI, KOBE & YOKOHAMA	TOURANE	Brit. str.	—	W. A. Evans	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	PEKING	Dan. str.	—	Bourge	MELCHERS & Co.	On 11th inst., P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTANG	Brit. str.	—	—	MELCHERS & Co.	About 12th inst.
"HANGHAI"	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SILVERA	Ger. str.	k.w.	V. Hoff	HAMBURG-AMERICA LINE	About 16th inst.
SHANGHAI, KOBE & YOKOHAMA	BRISGAVIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERICA LINE	On 16th inst.
SHANGHAI	PANDER	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	PALEMO	Brit. str.	—	J. B. Ferguson	P. & O. S. N. Co.	About 9th inst.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	DAIGI MARU	Jap. str.	—	H. Moriyama	OSAKA SHOSHUN KAISHA	On 10th inst., at 10 A.M.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	Richards	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	KUEICHOV	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIRUM	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIK & Co.	To-morrow, at Noon.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIRUM	Brit. str.	2 h.	J. S. Bouch	DOUGLAS LAFRAIK & Co.	On 7th inst., at 1 P.M.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIRUM	Brit. str.	2 h.	Pennafather	BUTTERFIELD & SWIRE	On 8th inst., at 1 P.M.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	1 m.	B. Bodger	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 P.M.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	YUENANG	Brit. str.	—	P. H. Boile	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	LUENANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 4 P.M.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	RYU	Brit. str.	—	R. W. Almond	SHAW, WATSON & Co.	On 16th inst., at Noon.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNGKANG	Brit. str.	1 m.	C. Plunkett	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	MATUNG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 4 P.M.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	BOHMO	Ger. str.	—	F. Semblil	MELCHERS & Co.	Middle of Oct.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA MARU	Jan. str.	—	K. Boyda	NIPPON YUSEN KAISHA	On 11th inst.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Jan. str.	—	Belcili	CARLOWITZ & Co.	On 12th inst., at Noon.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Jan. str.	—	T. G. Oliphant	DAVID SASSOON & Co., Ltd.	To-morrow, at 3 P.M.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Jan. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at 3 P.M.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Jan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 2 P.M.
TAKAO, SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Jan. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH"	Wed day, 6th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	"PRINZ RGT. LUITPOLD"	About Wednesday, 6th October.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ-SIGISMUND"	Friday, 8th Oct., at D'light
YOKOHAMA & KOBE	"COBLENZ"	About Saturday, 16th October.
KUDAT & SANDAKAN	"BORNEO"	Middle of October.

For further Particulars, apply to
**NORDDEUTSCHER LLOYD,
 MELOCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.**
 Hongkong, 27th September, 1909. [5]

THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
 United States of America and Canada and also for the Principal Ports in Mexico
 and Central and South America.

**PROPOSED SAILINGS FROM HONGKONG FOR
 VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
 MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davies	On 21st October.
RUMERIC	6,232	J. Mathie	On 18th November.
AYMERIO	4,663	J. Boyd	On 16th December.
SUVERIO	6,232	S. Shotton	On 13th January.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.
PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to
**DODWELL & CO., LIMITED,
 GENERAL AGENTS.**
 Hongkong, 23rd September, 1909. [8]

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FOR	STREAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 11th Oct., P.M.
MARSEILLES VIA PORTS	"OCEANIE"	On 12th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC"	On 25th Oct., P.M.
MARSEILLES, VIA PORTS	"SYENEY"	On 26th Oct., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to
**P. DE CHAMPMORIN, AGENT,
 Queen's Building.**
 Hongkong, 5th October, 1909. [2]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at
 Hongkong, Shanghai, Yokohama, (through the Inland Sea of Japan) Kobe, Yokohama,
 Victoria and Vancouver B.C. (The only Line that maintains a Regular Schedule Service of
 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER
 SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.			From Quebec, or St. John, N.B.	
"EMPRESS OF JAPAN"	SAT.	16th Oct.	"ALLAN LINER"	FRIDAY, 12th Nov
"EMPRESS OF CHINA"	SAT.	6th Nov.	"EMPRESS OF BRITAIN"	FRI., 3rd Dec
"MONTEAGLE"	SUNDAY,	21st Nov.		
"EMPRESS OF INDIA"	SAT.	4th Dec.	"EMPRESS OF BRITAIN"	FRI., 31st Dec
"EMPRESS OF JAPAN"	SAT.	1st Jan.	"ALLAN LINE"	FRIDAY, 28th Jan

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

**THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
 SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN) KOBE,
 YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
 Express, and at QUEBEC or ST. JOHN with the Company's New Palatial "EMPRESS"
 Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to
 Europe.**

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped
 with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers £45 £45.
 and 1st Class Railway £45 £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while
 crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates
 affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members
 of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the
 Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
**D. W. CHADDUCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.**

VESSELS ON THE BERTH

**NAVIGAZIONE GENERALE
 ITALIANA**
 (Fiorio and Rubattino Union Companies.)

**STEAM FOR BOMBAY
 VIA SINGAPORE AND PENANG.**

Having connection with Company's Mail
 Steamers to Port Said, Messina,
 Naples, Leghorn and Genoa, also
 Venice and Trieste, all MEDITER-
 RANEAN, ADRIATIC, LEVANTINE and
 SOUV. AMERICAN PORTS up to CALLAO.
 (Taking Cargo at through rates to PERSIAN
 GULF and BAGDAD, also BARCELONA,
 VALENZA, ALICANTE, ALMERIA and
 MALAGA.)

THE Steamship
 "ISCHIA."
 Captain Belato, will be despatched as above
 on TUESDAY, the 12th inst., at Noon.
 For further particulars regarding Freight
 and Passage, apply to
**CARLOWITZ & Co.,
 Agents.**
 Hongkong, 1st October, 1909. [4]

NATAL LINE OF STEAMERS.

**THE Undersigned GENERAL AGENTS
 in CHINA and JAPAN for the above Line
 are prepared to issue THROUGH BILLS
 OF LADING for all the principal ports in
 SOUTH AFRICA, in connection with INDO-
 CHINA STEAM NAVIGATION Co.'s fortnightly
 service hence to CALCUTTA. Sailings from
 CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars,
 apply to
**DODWELL & CO., LIMITED,
 General Agents for China and Japan.**
 Hongkong, 4th August, 1899. [9]**

**MITSU BISHI DOCKYARD
 AND ENGINE WORKS,
 NAGASAKI.**

CODE WORD: "DOCK."	CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used	NEW DOCK NOW OPEN.
DOCK No. 3.	DOCK No. 1.
Extreme Length ... 722 feet	Length on Blocks ... 714 "
Length on Blocks ... 714 "	Width of Entrance on Top ... 964 "
Width of Entrance on Top ... 964 "	Width of Entrance on Bottom ... 884 "
Width of Entrance on Bottom ... 884 "	Water on Blocks at Spring Tide ... 344 "
Water on Blocks at Spring Tide ... 344 "	DOCK No. 2.
DOCK No. 2.	Extreme Length ... 371 feet
Extreme Length ... 371 feet	Length on Blocks ... 350 "
Length on Blocks ... 350 "	Width of Entrance on Top ... 66 "
Width of Entrance on Top ... 66 "	Width of Entrance on Bottom ... 53 "
Width of Entrance on Bottom ... 53 "	Water on Blocks at Spring Tide ... 22 "
Water on Blocks at Spring Tide ... 22 "	PATENT SLIP.
PATENT SLIP.	Suitable for vessels up to 1,000.

THE WORKS are well equipped with
 LATEST PLANTS and APPLI-
 ANCES to undertake BUILDING or
 REPAIRING SHIPS, ENGINES,

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

FOR	STAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP VIA SINGA- PORE, PENANG, COLOMBO, and PORT SAID	NILE Capt. E. P. Martin, R.N.R.	} D'light, 7th Oct.	} Freight and Passage.
TAKAO, SHANGHAI, MOJI, KOBE and YOKOHAMA	PALERMO Capt. J. B. Fergusson	} About 9th Oct.	} Freight and Passage.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	} About 15th Oct.	} Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	HIMALAYA Capt. L. E. S. Spicer, R.N.R.	} Noon, 16th Oct.	} See Special Advertisement.

For further Particulars, apply to

Hongkong, 4th October, 1909.

E. A. HEWETT,
Superintendent.

[1]

CHINA NAVIGATION CO., LD.
SAILINGS SUBJECT TO ALTERATION.

MANILA	FOR	STEAMERS	TO SAIL
"TANGING"	On	5th Oct., 3 P.M.	
"LUCHOW"	On	5th Oct., 4 P.M.	
"KUEICHOW"	On	6th Oct., 10 A.M.	
"SHANSI"	On	5th Oct., 4 P.M.	
"ANHUI"	On	7th Oct., 4 P.M.	
"SUNGKIANG"	On	8th Oct., 4 P.M.	
"NANCHANG"	On	11th Oct., 4 P.M.	
"CHANGSHA"	On	5th Nov., 4 P.M.	

TIENTSIN AND NEWCHWANG
SWATOW, WEIHAIWEI CHEFOO
AND TIENTSIN
AMOY, NINGPO—and SHANGHAI
SHANGHAI
CEBU and ILOILO
NEWCHWANG
MANILA, ZAMBOANGA,
THURSDAY ISLAND, COOK-
TOWN, CAIRNS, TOWNS-
VILLE, BRISBANE, SYDNEY,
 with Transhipment for TASMANIA,
 NEW ZEALAND, ADELAIDE,
 FREMANTLE and PERTH

DIRECT SALES TO SOUTH RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL."
 AUSTRALIAN STEAMERS have superior accommodation with Electric Light
 throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES. Cargo booked through for all Australian, New Zealand and
 Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior
 Passenger accommodation with Electric Light throughout and Electric Fans in the State-
 rooms and Dining Saloon.

SHANGHAI LINE
"CHINHUA" and "LINAN," with excellent accommodation, Electric Light throughout
 and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
 direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
 and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
 transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$90 RETURN.
TELEPHONE 36.
 For Freight or Passage apply to—
 Hongkong, 5th October, 1909

BUTTERFIELD & SWIRE,
AGENTS. 11

EAST ASIATIC CO., LD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.			
SUBJECT TO ALTERATION.			
DESTINATION	STEAMERS	DATE OF SAILING.	
COPENHAGEN and BALTIC PORTS	"CATHAY"	10th October.	
SHANGHAI YOKOHAMA and KOBE	"PEKING"	About 12th October.	
MARSEILLES, HAVRE, COPEN- HAGEN and BALTIC PORTS	"TRANQUEBAR"	Middle of November.	

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)			
FOR	STEAMERS	TO	SAIL
† SHANGHAI VIA NINGPO	"CHOYSAANG"	Wed'day,	6th Oct., 3 P.M.
SINGAPORE, SAMARANG &	"FOOSHENG"	Thursday,	7th Oct., 3 P.M.
SEMPORAYA	"TUENSANG"	Friday,	8th Oct., 4 P.M.
† MANILA	"CHEONGSHING"	Monday,	11th Oct., 4 P.M.
† TIENSIN VIA TSINGTAU, WEI- HAIWEI & CHEFOO			
† SANDAKAN	"MAUSANG"	Monday,	11th Oct. 4 P.M.
† SH'HAU, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Wed'day,	13th Oct., Noon.
† MANILA	"LOONGSANG"	Friday,	15th Oct., 4 P.M.
† SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday,	16th Oct., 2 P.M.

**DOUGLAS STEAMSHIP CO.,
LIMITED.**

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAICHING" Capt. W. C. Passmore	{ SWATOW, AMOY and FOOCHOW.	{ WED'DAY, 6th Oct., at Noon.
"HAIMUN," Capt. Evans	{ SWATOW	{ THURSDAY, 7th Oct., at 1 P.M.
"HAITAN," Capt. J. S. Roach	{ SWATOW, AMOY and FOOCHOW.	{ FRIDAY, 8th Oct., at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE-PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

— Hongkong, 5th October, 1909.

EAST ASIATIC FREIGHT SERVICE.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.		HOMEWARD.	
FOR SHANGHAI, KOBE & YOKOHAMA:		FOR HAVRE, BREMEN & HAMBURG:	
S.S. SILEBIA	19th Oct.	S.S. NICOMEDIA	13th Oct.
S.S. BRISACIA	21st Oct.		
S.S. SILVIA	1st Nov.	FOR MARSEILLES, ANTWERP & HAMBURG:	
S.S. SUEVIA	17th Nov.	S.S. AMBRIA	17th Oct.
S.S. SENEGAMBIA	17th Nov.		
S.S. SITHONIA	1st Dec.	FOR ANTWERP & HAMBURG:	
S.S. SCANDIA	10th Dec.	S.S. LIBERIA	31st Oct.
S.S. BRASILIA	18th Dec.	FOR HAVRE & HAMBURG:	
S.S. SEGOVIA	23th Dec.	S.S. BELGRAVIA	6th Nov.

Further Particulars, apply to— **HAMBURG-AMERIKA LINIE,**
Hongkong, 20th September, 1909. Hongkong Office. 12

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA
HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	...	6000 tons gross	...	Sail	Oct. 26th, at Noon.
S.S. MANSHU MARU	...	5000	"	"	Dec. 10th, at Noon.
S.S. AMERICA MARU	...	6000	"	"	Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 16th September, 1909. (462)

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS.		STEAMERS.	TONS.	SAILING-DATES.
LARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	F	KANAGAWA MARU, Capt. J. Nagao,	6,500	WED'DAY, 13th Oct., at Daylight.
PORT SAID, COLOMBO, and PORT SAID		HAKATA MARU, Capt. J. Deing,	6,500	WED'DAY, 27th Oct., at Daylight.
PORT SAID, COLOMBO, and PORT SAID	S	AKI MARU, Capt. K. Suto,	7,000	TUESDAY, 12th Oct., at Noon.
PORT SAID, COLOMBO, and PORT SAID		KAGA MARU, Capt. M. Hagino,	8,000	TUESDAY, 9th Nov., at Noon.
PORT SAID, COLOMBO, and PORT SAID	F	YAWATA MARU, Capt. T. Sekine,	5,000	FRIDAY, 29th Oct., at Noon.
PORT SAID, COLOMBO, and PORT SAID		NIKKO MARU, Capt. M. Yagi,	6,000	FRIDAY, 26th Nov., at Noon.
PORT SAID, COLOMBO, and PORT SAID	F	YETOROFU MARU, Capt. K. Soyeda,	4,500	MONDAY, 11th Oct., at Noon.
PORT SAID, COLOMBO, and PORT SAID		BOMBAY MARU, Capt. W. Evans,	4,500	MONDAY, 11th Oct., at Noon.
PORT SAID, COLOMBO, and PORT SAID	F	SAGO MARU, Capt. G. C. Hurrey,	6,500	FRIDAY, 15th Oct., at 5 P.M.
PORT SAID, COLOMBO, and PORT SAID		HIRANO MARU, Capt. H. Fraser,	9,000	FRIDAY, 22nd Oct., at Noon.
PORT SAID, COLOMBO, and PORT SAID	F	NIKKO MARU, Capt. M. Yagi,	6,000	TUESDAY, 26th Oct., at Noon.

**EXTRA PASSENGER SERVICE NEW STEAMERS -
EUROPEAN LINE.**

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
PENANG, COLUMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY-BUILT 9,000-TON PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU	(Capt. T. MURAI)	About Wed. 20th Oct.
KITANO MARU	(Capt. F. E. COPE)	About Wed. 17th Nov.
HIRANO MARU	(Capt. H. FRÄSER)	About Wed. 15th Dec.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 12th Jan.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 9th Oct. Noon.
RUBI	2540	R. W. Almond	Manila	On 16th Oct. Noon.

For Freight or Passage apply to
HONGKONG, 4th October, 1909.

SHEWAN, TOMES & CO.,
General Managers.

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS OF 1910.
Head Office for the Far East:— Japan Office.
16, DES VŒUX ROAD, 14, WATER STREET
HONGKONG. YOKOHAMA

HOMEWARD PASSENGER SEASON 1910.

MARSEILLES ^{FOR} **AND LONDON.**

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2days earlier)	Due PLYMOUTH (London 1day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ARCADIA.....	7000	February 5	MANTUA.....	11000	March 5	March 11
ASSAYE.....	7500	February 19	CHINA.....	8000	March 19	March 25
DELTA.....	8000	March 5	MALWA.....	11000	April 2	April 8
MACEDONIA.....	10500	March 19	(Through Steamer calling at Bombay)		April 16	April 22
DEVANHA.....	8000	April 2	MONGOLIA.....	10600	April 30	May 6
ASSAYE.....	8000	April 16	MAZMORA.....	10500	May 14	May 20
DELTA.....	7500	April 30	MOBEA.....	11000	May 28	June 3
DELHI.....	8000	May 14	MOOLTAN.....	10000	June 12	June 18

Passengers change Steamers at COLONBO, and those for BRINDISI transfer also to the Express Mail Steamer. **RT. SAID.**
Accommodation in the connecting Steamer from COLONBO is definitely reserved in Hongkong or at the time of Booking.
FARES TO LONDON (Including Surtax).
1st SALOON £71.10 SINGLE £106.14 RETURN "
2nd £48.8 £72.12 "
In addition to the above Mail Steamers the following:—
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WITH LEAVE FOR
LONDON.
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS		Leave HONGKONG		Due LONDON	
	Tonnage	about		about	
* SYRIA	6500	January	26	March	12
* SUMATRA	4600	February	9	March	26
* NYANZA	6700	February	23	April	9
* SUNDA	4670	March	23	May	7
* MALTA	6060	April	20	June	4
* SABDINIA	6570	May	4	June	18
* NORE	6700	May	18	July	2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):		
1st SALOON	£55 0	SINGLE £212 10 RETURN.
2nd	£38 10	" £74 " "

* Carry 1st and 2nd Saloon Passengers.
For Further Particulars, apply to:—

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.
Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast (Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

PORT	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, SHANGHAI, MOI, ROBE, SHIMIDZU and YOKOHAMA	"FITZPATRICK" Capt. E. K. Hutchinson, "SEATTLE MARU" Capt. T. Saito,	4,416 6,182	SATURDAY, 23rd Oct. at Noon. SATURDAY, 20th Nov. at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated **AMIDSHIP**. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI, VIA SWATOW, FAMOOY	"DAIGI MARU Capt. H. MURAYAMA	SUNDAY, 10th Oct., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout First Class Cuisine.
The Newly Built Steamers: "CHOSHUN MARU" and "BUNN MARU" have First Class Cabins AMIDSHIP.
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

COAL

BUNKER COAL can now be supplied from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brocketton, at Reduced Rates. Large stock always on hand. Apply — **SARAWAK GOVERNMENT AGENCY**, Labuan. Telegrams: May, Labuan. [939]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from **THE LABUAN COAL-FIELDS Co., LD.** who are prepared to supply **FRESH COAL** straight from the Mines Steamers load at the Wharves. **Quick despatch** Telegrams: "**Labur Labuan.**"

BEADLEY & Co., Agents.
Hongkong, 12th August, 1909. — [1064]

ON SALE

BOUND VOLUMES of the **HONGKONG WEEKLY PRESS**. January to June 1909. With INDEX. Price \$7.50.
On sale at the "**HONGKONG DAILY PRESS**" Office.
Hongkong, 9th August, 1909.

SANTAL MIDY

These tiny Capsules—superior to Copaliba, Cubebs, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name **MIDY**

FOR DISEASES OF THE URETHRA.

GRIMAULT'S . SYRUP

OF HYPO-PROSPHITE OF LIME.

Prescribed in France for the last 30 years. It retains its reputation for CONSUMPTION, OBSTINATE COUGHS, COLDS, DISEASES OF THE CHEST, LUNGS, and BRONCHIAL TUBES.

